





A-50U, board No. 47 red, Severny airfield (Ivanovo), 27.06.2012 (photo - Konstantin Vutsen, <http://voutsen-cv.livejournal.com/>).

Author: [DIMMI](#)

Created: 01.11.2011 23:03:47

Comments: [28](#)

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## Tu-214R

**DATA AS OF 2016 (standard replenishment)**  
**Tu-214R / product 411**

★★★★

Integrated electronic and optical reconnaissance aircraft. Developed by Tupolev JSC based on the Tu-214 civil aircraft. Manufactured by Gorbunov KAPO JSC (Kazan). The contract for the manufacture of a mock-up and two Tu-214R aircraft as part of the Fraction-4 R&D project was signed with the Main Directorate of the General Staff of the Ministry of Defense of Russia on November 29, 2002. According to the contract, the aircraft were to be transferred to service with the Russian Air Force by November 15, 2008 after testing and modifications. As of December 2006, the first copy was being completed at KAPO, and the second copy was being completed as a relay aircraft there. The first aircraft was scheduled to be delivered to the customer in 2007, but due to the unreadiness of the avionics, the construction of the aircraft was significantly behind schedule.

The first flight of the lead aircraft RA-64511 was performed on December 24, 2009. The first flight was performed by the crew consisting of: aircraft commander A.I. Zhuravlev, second pilot - S.Yu. Sheffer, flight engineer - E.B. Volkov, navigator - E.A. Kudryavtsev, flight radio operator - I.A. Nikulin, engineer - V.N. Filimoshkin. During 2011, flight design tests of the first Tu-214R prototype were conducted. As of May 2012, the aircraft with the installed equipment complex is at the Air Force Flight Research Institute base in Ramenskoye and, according to unconfirmed data, has begun to undergo the State Testing Program.

In 2010, the second example was being completed in the final assembly shop of KAPO as a Tu-214R for the Russian Ministry of Defense. As of April 2012, the second example is still there, without the side-looking radar complex. According to KAPO's annual report for 2011, the delivery of the aircraft to the Air Force is planned for 2013 and 2014, respectively (at the end of 2009, it was planned to hand over the aircraft to the customer in 2011). The aircraft was completed by the end of 2014 and apparently made its first flight at the end of 2014.



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(C) Evgeny Volkov (photo ID 77910)

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The first public photo of Tu-214R RA-64511, Kazan, May 2012 (photo - Evgeny Volkov, <http://russianplanes.net> ).Author: [DIMMI](#)

Created: 17.05.2012 22:06:57

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## A-100 Premier

DATA FOR 2023 (standard update)

A-100 "Premier"



Airborne early warning and control aircraft (AEW&C) / multifunctional aviation reconnaissance, warning and control system (MACRWS). The design of the system is being developed by the Beriev Aircraft Company together with the Vega-M Scientific and Production Association in accordance with the Decree of the President of Russia dated April 28, 2004. As of 2010, two variants of aircraft carrying the system's equipment were being considered: the Il-76 and the An-124. According to media reports as of 2011, the prime contractor for the system's design is the Almaz-Antey Air Defense Concern OJSC (Vega-M Scientific and Production Association, according to other sources). As of 2011, the choice was made in favor of the Il-76 modification - the promising [Il-476 transport aircraft / "product 476"](#) (Il-76-MD-90A, the first flight was expected in early 2012 or within a year, in 2013-2014 it is planned to complete the tests). In 2011-2015, the design of the A-100 complex and aircraft continues. According to plans, 39 AWACS A-100 aircraft are planned to be built by 2020.

**Prehistory of the A-100 project:** in 1999, under pressure from the United States, Israel refused to participate in the project to supply China with A-50I AWACS aircraft - an A-50 aircraft with fixed phased array radars of the Phalcon complex (Israel). In 2000, representatives of the Indian Air Force familiarized themselves with the A-50I project and began preparing a contract for the supply of three similar A-50EI aircraft. Apparently, in 2000, a group of specialists headed by Deputy General Designer of the Beriev Air Force Aviation Company A.V. Yavkin and the Afrus company (director - Nikolai Indreevich Kachalov, interior design of the presidential Il-96) prepared a technical proposal for the creation of an aircraft similar to the A-50EI for the Russian Air Force with a Russian radio-technical complex with three large phased array radars under a classic-type fairing - the A-100E - an export version for supply to China. Based on this aircraft and with Chinese funding, it was planned to create an aircraft for the Russian Air Force - the A-100. A technical proposal was submitted to NPO Vega, which refused to participate in the project citing a lack of resources, "although they officially made assurances that only a RTK with a traditional rotating antenna was the optimal solution." This type of radar did not suit the potential customer of the A-100E aircraft - China - and, accordingly, called into question the financing of the entire program. The technical proposal eventually received support from the Tikhomirov Research Institute (headed by Yuri Ivanovich Bely). After the technical proposal was worked out, the 2nd Central Research Institute of the Ministry of Defense of Russia proposed creating a multifunctional aviation reconnaissance, warning and control complex (MACRO) in the interests of aerospace defense. A draft of the technical specifications for the complex has been prepared. Probably in 2002, the materials on the A-100E project and the TTZ project were presented to Igor Klimov, assistant to the chairman of the board of directors of the Almaz-Antey concern V.P. Ivanov (FSB lieutenant general). It was proposed that the Almaz-Antey concern be the lead enterprise for the creation of the A-100E and subsequently the A-100. The project was approved by the presidential administration and accepted by the General Staff of the Russian Armed Forces. After a chain of events that changed the management and owner of the Beriev Aircraft Company (it became the Irkut Association), and also after changes in the Almaz-Antey Air Defense Concern (the death of Igor Klimov on June 6, 2003, who was planned to be approved as the general director of the concern at a meeting of shareholders on June 26, 2003), a contract was signed in 2003 for the creation of the A-100 aircraft with the Russian Ministry of Defense. The Vega Concern was appointed the prime contractor for the complex, and the subcontractor was MNIIP named after Tikhomirov. The creation of an export version of the A-100E for China and the use of electronic scanning (radar with phased array) are not expected (according to information from the early 2000s, <http://www.aviaport.ru/conferences/35523/166.html>).

**Development and testing.** On 08.06.2006, the State Contract for the creation of AWACS aircraft No. 63017 was signed according to the tactical and technical assignment of 06.05.2006 using the A-50 AWACS aircraft as a carrier aircraft for the A-100 system. In 2013, a new technical assignment was adopted for the Premier-476 R&D project, which is being carried out under State Contract No. H/4/2-13-DOGOZ dated 09.12.2013 with a completion date of November 2013. The contract is being carried out by the Vega Radio Engineering Concern in partnership with the G.M. Beriev Taganrog Aviation Scientific and Technical Complex.



A-100 "Premier" AWACS aircraft, Beriev Aircraft Company, Taganrog, 2019 (<https://russianplanes.net/id263056>)

Author: [DIMMI](#)

Created: 05.09.2011 15:18:30

Comments: [18](#)

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## A-60/78T6/1LK222

DATA FOR 2016 (standard update)

A-60 / 1A / LL1A / OKR complex "Drift" 78T6

A-60 / 1A2 / LL1A2 / OKR complex "Sokol-Eshelon" 1LK222

★★★★★

Flying laboratory / special aviation complex with a laser experimental installation / air-based laser complex (ABLC). The project for the complex was developed by the Beriev Aircraft Company together with the Almaz Central Design Bureau (later the Almaz-Antey Air Defense Concern); the chief designer of the complex was academician B.V. Bunkin. The development of the flying laboratory aircraft was started at the Beriev Design Bureau in 1977. The chief designer of the 1A2 flying laboratory aircraft based on the Il-76MD is N.A. Stepanov, deputy chief designer is V.D. Zaremba, leading designer is Yu.A. Bondarev. The chief designer of the Sokol-Eshelon complex of the Almaz Research and Production Association is Vladimir Karachunsky (2015, *hist.* - "Sokol" spreads its wings ).

In June 1965, a meeting of academicians A.M. Prokhorov, M.D. Millionshchikov and A.A. Raspletin took place, as a result of which NPO Almaz joined the work on laser topics in the interests of air defense and missile defense. In August 1973, a special design bureau for the development of laser systems was created at NPO Almaz on the basis of an existing division ( [source](#) ). In mid-1972, probably after ground tests of a prototype gas laser, a proposal was made to place a laser installation on an aircraft carrier. The development of the complex was entrusted to NPO Almaz, the power source was developed by the Dzerzhinets plant. Flight tests of the flying laboratory were planned for 1979-1980, and of the complex - for 1981 ( [source](#) ).

The development of the air-based laser complex for combating automatic drifting balloons 78T6 "Dreyf" was started in 1975 according to the tactical and technical assignment agreed with the Air Force in terms of the complex as a whole and with the Air Defense Forces in terms of the onboard laser complex. In 1978, N.A. Mansurov was appointed head of the thematic department of the Almaz Central Design Bureau for the development of the "Dreyf" complex. At the Branch of the I.V. Kurchatov Institute of Atomic Energy, with the participation of L.N. Zakharyev, N.N. Polyashev, G.M. Zuev, V.A. Feofilaktov, V.V. Morozov and others from the Almaz Central Design Bureau, the development of a bench model of a full-scale laser was successfully completed. N.A. Mansurov and N.V. Tsyganenko supervised the development of design documentation and the manufacture of the onboard complex equipment. The TANTK named after G.M. Beriev and the Kazan Engine-Building Plant "Soyuz" also took part in the work, where, together with V.D. Zaremba, Yu.A. Bondarev, V.A. Bogdanov, N.A. Stepanov, I. Fakhrutdinov, Yu. Belyakov and others, production issues were resolved. At the same time, the test base was being prepared. The test engineers of the test site Dashkov Yu.A., I.P. Zhigan, I.I. Kristapovich, Yu.G. Maistruk, Yu.M. Pisanenko, N.I. Telepanov and others took part in the development of the testing methodology for the aviation complex. Particular attention was paid to the training of future operators of the onboard laser complex "Dreyf". For this purpose, four of the best specialists in edge electronics were selected from among the graduates of the Minsk Higher Engineering Anti-Aircraft Missile School and sent to the test site to gain experience in testing laser equipment. During this internship, they underwent the necessary flight training, including parachute training ( [source](#) ).

The lead developer of the megawatt-class laser installation was NPO Astrofizika - tests of the prototype of the installation, intended for placement on the Skif space station, were conducted on the 1A laboratory aircraft. The 1 MW laser itself was created at the branch of the Kurchatov Institute in Krasnaya Pakhra ( [source](#) ).

The first prototype of the A-60 / 1A laboratory aircraft made its maiden flight on August 19, 1981 (crew of E.A. Lakhmostov). In 1983, the installation of the laser complex on the aircraft was completed and its tests began. According to Western data, tests of the complex began in 1984. On September 22, 1982, an air target was hit with the help of a similar ground-based complex. On April 27, 1984, an aerial target was hit for the first time using the LKAB, crew commander - E.A. Lakhmostov, LKAB operator - V.V. Karachunsky ( [source](#) - *Target in orbit* ). It is known that several dozen flights were carried out using the laser installation at a target - a stratospheric balloon located at an altitude of 30-40 km. Shooting at a La-17 target was also carried out. Some sources indicate that the complex with the A-60 aircraft was created as an aviation complex under the [Terra-3 program](#) ( [source](#) ). In 1989, the 1A aircraft burned down at the Chkalovsky airbase (see below).

The second A-60 / 1A2 aircraft was equipped with a modernized laser system. The aircraft made its first flight on August 29, 1991 (crew of V.P. Demyanovsky). In 1993, work on the aircraft and the laser system was stopped. In 2009, testing of the 1A2 aircraft was resumed.

In some sources, the first A-60 aircraft is mistakenly called "1A1" by analogy with the 1A2 aircraft. In fact, the 1A2 aircraft was most likely created using units and elements of the 1A aircraft airframe and therefore was called 1A2 - "the second 1A" while retaining both the factory and tail numbers of the 1A aircraft. Presumably, this was done because the task for work on the aircraft was drawn up as "restoration" of the first LL after the fire, that is, there was not a creation, but a "recreation", although in essence it turned out to be almost a new plane.



Aviation historian Alexey Koval provided great assistance in preparing the material.



A-60/1A2 at the Beriev Aircraft Company airfield, Taganrog, autumn-winter 2010 ( <http://russianplanes.net> ).

Author: [DIMMI](#)

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## Il-38 - MAY

DATA FOR 2016 (standard update)

Il-38 - MAY

★★★★

Anti-submarine and maritime patrol aircraft. In August 1957, when the Il-18 passenger airliner was just being created, the Commander-in-Chief of the USSR Navy S.G. Gorshkov proposed to create a long-range anti-submarine aircraft with K-18 anti-submarine cruise missiles on its basis. The aircraft was supposed to be used to destroy enemy boats at a distance of 500-1000 km from its coast. In the same 1957, the USSR Council of Ministers issued a Resolution on the development of such an aircraft based on the Il-18 airliner (Il-18PLO) or the An-12 transport aircraft. The draft tactical and technical requirements for the creation of an anti-submarine modification of the Il-18 aircraft was sent by the USSR Air Force to OKB-240 of the USSR State Aviation Committee of the USSR, General Designer S.V. Ilyushin in 1957. The aircraft was supposed to be equipped with a first-generation radio-hydroacoustic system "Baku", which at that time existed as a project. The revised technical specifications for the aircraft were sent to OKB-240 in 1958. By the Decree of the USSR Council of Ministers of December 11, 1959, No. 1335-594, SSKNII-131 of the USSR Ministry of Radio Industry was tasked with creating onboard equipment for the Berkut submarine search and detection radiohydroacoustic system. The creation of radiohydroacoustic buoys was assigned to NII-753 of the USSR Ministry of Shipbuilding Industry. The ideological foundations for using the Il-38 aircraft were jointly prepared by the Naval Academy and a number of Navy and Air Force institutes.



Il-38 of the Pacific Fleet Aviation in Kamchatka, December 2013 ( <http://pressa-tof.livejournal.com> ).

Author: [DIMMI](#)

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## Il-96-400TZ

**DATA FOR 2015 (standard update)****Il-96-400TZ**

★★★★

Refueling aircraft. On 06.01.2015, the press service of the Russian Ministry of Defense reported that a contract had been signed between the Ministry of Defense and UAC for the delivery of two Il-96-400TZ aircraft for the Russian Air Force. The development of the aircraft was proposed to the Russian Ministry of Defense, probably in the summer of 2013, based on the Il-96-400T transport aircraft. The aircraft will probably be delivered in 2017-2019.



Transport aircraft Il-96-400T, tail number RA-96104, at the VASO airfield, 10/31/2011 (photo - Alexey Borisov, <http://russianplanes.net/id57641> ).

Author: [DIMMI](#)

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## Il-82 / Il-76SK / Il-76VKP

**DATA FOR 2014 (standard update)****Il-82 / Il-76SK / Il-76VKP / product 82 / 9A9676**

★★★★

Airborne command post / airborne control post of the General Staff of the Armed Forces of the Russian Federation. The aircraft is designed to control the armed forces during a conflict with the use of nuclear weapons. Analogue - [Il-80 / Il-86VKP](#) . Developed by the Ilyushin Design Bureau in the 1980s on the basis of the Il-76MD transport aircraft. A total of two aircraft were built, which initially, as Il-76MD, had registration numbers USSR-76450 and USSR-76451.

The first flight of the USSR-76450 aircraft was on April 27, 1987. Since 1993, the registration numbers RA with the same digits. They are part of the regular composition of the 3rd Aviation Squadron of the 8th Special Purpose Aviation Division, military unit 22737 (Chkalovsky Airfield, GLITs, Moscow Region). Il-76VKP - aircraft designation in the design bureau before it was accepted into service. Il-76SK - special command.

On April 15, 1997, the Russian Ministry of Defense signed an agreement with the Ilyushin Aircraft Company to perform the R&D work "Development of a preliminary technical project for the modernization of version 80 and version 82" ( [Il-80](#) and Il-82). By mid-2008, it was supposed to complete the next stage of the R&D work - the development of working design documentation for the modernization of the Il-82. The deadline for completing this stage of the R&D work was set from 01.05.2007 to 15.06.2008. As of February 2010, this stage had not been completed ( *source - Court cases...* ).





(C) Anatoly Burtsev (photo ID98782)

RussianPlanes.NET

Il-82 / Il-76SK registration No. RA-76450, Chkalovsky airfield, March 2011 (photo - Anatoly Burtsev, <http://russianplanes.net/id98782> ).Author: [DIMMI](#)

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### Tu-204P (project)

**DATA AS OF 2013 (standard replenishment)****Tu-204P (project)**

Project of an anti-submarine patrol aircraft. The development of the aircraft was started by the Tupolev Design Bureau on the basis of the Tu-204 passenger aircraft by decision of the Russian Ministry of Defense in 1996 after the termination of the A-40 anti-submarine aircraft development program. Probably, a preliminary design or even a preliminary design of the aircraft was developed. The development of the aircraft and funding were probably terminated in 2000.

Presumably a model of the Tu-204P anti-submarine patrol aircraft, model shop of Tupolev JSC, August 2013 ( <http://onepamop.livejournal.com> ).Author: [DIMMI](#)

Created: 11.11.2013 15:41:09

Comments: 2

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### Tu-156 / aircraft 156 (project)

**DATA FOR 2012 (standard update)****Tu-156 / aircraft 156 (project)**

Airborne early warning and control aircraft (AEW&C). In the late 1960s, it became necessary to detect air targets against the background of the underlying earth's surface. To solve this problem, the development of the Shmel radiotechnical complex with the Grib antenna system was started (NPO Vega-M, chief designer of the radar complex - V.P. Ivanov). In 1969, by the Resolution of the Council of Ministers of the USSR, work began on the creation of the Shmel

radar complex with placement on one of the serially produced aircraft. The Tupolev Design Bureau began developing carrier options for the Shmel complex. In 1970, a preliminary design for the AEW&C aircraft was prepared, in which several options were considered - the Tu-142M, Tu-154 and Tu-126. The Tu-142M aircraft, despite the support of this option by the Customer, was rejected due to the difficulty of placing the equipment complex in a narrow fuselage. The Tu-154 did not suit the short flight duration and the need for significant design changes. The use of the Tu-126 was also not possible due to the termination of its serial production and the disposal of all equipment. As a result, the A.N. Tupolev Design Bureau decided to design a new aircraft - a carrier of the AWACS - the "156" aircraft. The design bureau prepared a preliminary design, but due to the Customer's requirement to place the radio-technical complex on a serially produced aircraft, the choice of carrier was made in favor of the Il-76 and later the A-50 AWACS aircraft was created.



Model of the AWACS aircraft "156" of the Tupolev Design Bureau. JSC "Tupolev", August 2013 ( <http://onepamop.livejournal.com> ).



Model of the AWACS aircraft "156" of the Tupolev Design Bureau ( <http://www.testpilot.ru> ).

Author: [DIMMI](#)

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## Yak-130 - MITTEN

DATA FOR 2013 (standard update)

Yak-130 - MITTEN

★★★★★

A combat training aircraft. The aircraft was developed by the A.S. Yakovlev Design Bureau, chief designer - Nikolai Dolzhenkov. A competition for the creation of a modern combat training aircraft was announced by the USSR Air Force in the second half of the 1980s. As a result of the competition, two projects were selected for design - Yak-UTS / Yak-130 and MiG-AT. Also participating in the competition were the Sukhoi Design Bureau S-54 and Myasishchev Design Bureau M-200 aircraft. The design began in 1991 and was completed in September 1993. In the same 1993, Aermacchi (Italy) was involved in the project for financial reasons, but at the final stage of development it withdrew from the project due to disagreements. Aermacchi received the design documentation for the airframe and eventually released its own version of the Yak-130 - the Aermacchi M-346 aircraft. In 2000-2001, work was underway to produce design documentation for the Yak-130. On April 10, 2002, the Yak-130 was declared the winner of the competition for a combat training aircraft for the Russian Air Force.



The Yak-130 made its maiden flight on April 25, 1996 in Ramenskoye, piloted by Andrei Sinitsyn. Sometimes the first aircraft is called the Yak-130D - "demonstrator". In 2003, production of two Yak-130 prototypes began. On April 30, 2004, the first Yak-130 prototype produced by the Sokol aircraft plant - the second flying Yak-130 - made its maiden flight. In 2008, the Sokol aircraft plant completed production of four pre-production Yak-130s (serial numbers 00-02 - 00-05). Even before the end of the pre-production batch in November 2007, a preliminary conclusion on the first stage of state tests was signed and the aircraft was recommended for serial production. In April 2009, the first stage of state tests of the Yak-130 with the basic composition of armament was completed. State joint tests of the aircraft were completed in 2009 - the act on the completion of state tests was signed by the Commander-in-Chief of the Russian Air Force Alexander Zelin on December 25, 2009. In 2010, tests of the aircraft with corrections to the State Testing Inspectorate comments were conducted.

In 2008, assembly of the Yak-130 and subsequent serial production of the aircraft began at the Irkutsk Aircraft Plant NPK Irkut. The first serial Yak-130s produced by the Irkutsk Aircraft Plant for the Russian and Algerian Air Forces made their first flights in 2009. Since February 2010, the Yak-130s have been entering service with the Russian Air Force. In the summer of 2011, information appeared about the cessation of Yak-130 production at the Sokol aircraft plant and the complete transfer of production for the Russian Air Force to the Irkut Scientific and Production Corporation. In total, the Sokol aircraft plant produced 12 Yak-130s, not counting the first flying prototype. On December 7, 2011, the Irkut Corporation and the Russian Ministry of Defense signed a contract for the delivery of 55 Yak-130s by the end of 2015.



Yak-130, tail number 131/02, Ramenskoye, 19.08.2013 (photo by Marina Lysceva, <http://fotografersha.livejournal.com> ).



Demonstration Yak-130 in "brand" livery, tail number 02 white, published 07.08.2013 (photo by Vitaly Yurtayev, <http://el-moino.livejournal.com> ).



(C) Sergey Krivchikov (photo ID 110578)

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Yak-130 tail number 91 red in flight, 2010 (photo by Sergey Krivchikov, <http://russianplanes.net/id110578> ).



Yak-130 tail number 01/130 white (published - 2012, photo by V.Savitsky, <http://www.mil.ru> ).



(C) Stepanov Yuri (photo ID 83467)

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Yak-130, No. 134, in Ramenskoye, August 10, 2012 (photo by Yuri Stepanov, <http://russianplanes.net/id83467> ).





The first prototype Yak-130, No. 01, white, 1996 (photo by A. Mikheev, <http://crimso.msk.ru> , processed).

Author: [DIMMI](#)

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## Be-200 / Be-200ChS

DATA FOR 2013 (standard update)

Be-200 / Be-200ES "Altair"

★★★★

Multipurpose amphibious aircraft. The aircraft was created by the Beriev Aircraft Company based on the A-40 amphibious aircraft, chief designer - Alexander Vasilyevich Yavkin (from 1992 to May 31, 2007). The design of the aircraft began in 1992. The working design of the Be-200 was carried out taking into account the airworthiness standards of FAR-25 (USA), which will facilitate the certification of the aircraft according to the standards of the Federal Aviation Register of the USA (FAA) and the European Aviation Register (JAA). Aircraft tests were also to be carried out taking into account these standards. Production of the Be-200, starting with prototypes, is carried out at the aircraft plant in Irkutsk. The first Be-200 prototype made its maiden flight on September 24, 1998 (pilot - K.V. Babich, co-pilot - V.P. Dubensky, engineer - A.N. Ternovoy). On April 27, 1999, the aircraft flew to Taganrog. Aircraft testing continued in 1999 in Taganrog and Gelendzhik. Serial production of the Be-200 at the Irkutsk Aircraft Plant began in 2000. On August 27, 2002, the second prototype of the Be-200, which was as close as possible to the Be-200ChS modification in terms of equipment and capabilities, made its maiden flight. In the spring of 2003, a contract was signed for the delivery of 7 Be-200ChS aircraft to the aviation of the Russian Emergencies Ministry by the end of 2005. The first serial Be-200ChS made its maiden flight in Irkutsk on June 13, 2003 and was handed over to the aviation of the Russian Emergencies Ministry in 2003.



(C) A. Zhukov (photo ID109977) RussianPlanes.NET  
Be-200ChS, aircraft number RF-21512, leaves the water in Gelendzhik, September 2006 (photo by A. Zhukov, <http://russianplanes.net/id109977> ).



(C) A. Zhukov (photo ID109978)

RussianPlanes.NET

Be-200ChS, aircraft number RF-32767. Gelendzhik, September 2006 (photo by A. Zhukov, <http://russianplanes.net/id109978>).

The second flying Be-200 (aircraft number RF-21512) during firefighting in the area of the cities of Nizhny Novgorod, Cheboksary and Ryazan, August 2010 (<http://www.beriev.com>).

Author: DIMMI

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## Tu-126 - MOSS

DATA AS OF 2013 (in progress)

Tu-126 / product "L" ("Liana") - MOSS

★★★

Airborne early warning and control aircraft (AEW&C). Development of a radar picket aircraft to provide radar cover for the Far North from air intrusion was initiated by Resolution of the USSR Council of Ministers No. 608-293 of July 4, 1958 and Order of the State Aviation Committee No. 211 of July 17, 1958. These same documents also specified the creation of the Tu-28-80 long-range interception complex - it was assumed that the two complexes would, among other things, operate jointly. OKB-156 of A.N. Tupolev was appointed the lead design bureau for the complex as a whole, the radar and equipment were developed by NII-17, OKB-373, NII-25 and NII-101. According to the Decree, joint tests of the Tu-126 aircraft were to begin in the first quarter of 1961. By the end of 1958, the Customer issued detailed tactical and technical requirements for the creation of the aircraft - the Air Force Command approved the requirements on April 9, 1959, and the Air Defense Command - on September 2, 1959. The AWACS aircraft was initially designed on the basis of the Tu-95 heavy bomber using the promising Ozero radar. The option of using the high-altitude version of the Tu-95 - the Tu-96, as the base aircraft was also studied, and later the Tu-116 with a large sealed passenger compartment. All these aircraft did not allow the placement of radar equipment due to the small volume of the fuselage.

By 1960, after conducting research, it was decided to select the Tu-114 passenger aircraft as the base aircraft, since it was better suited for placing equipment and personnel than the Tu-95. The general appearance of the Tu-126 based on the Tu-114 was approved on January 30, 1960, and by Resolution of the Council of Ministers of the USSR No. 567-230 of May 30, 1960, the creation of an aircraft with the Liana radar was assigned - the lead developer was OKB-156 of A. N. Tupolev, the general management of the development was carried out by N. I. Bazenkov, who supervised the entire Tu-95 / Tu-114 direction. Direct design was carried out by the branch of the design bureau at aircraft plant No. 18 in Kuibyshev (chief designer - A. I. Putilov). The development of the Liana radar complex was carried out by Research Institute-17 of the USSR Ministry of Radio Industry. Production of the aircraft was



planned at aircraft plant No. 18 in Kuibyshev.

The first prototype of the Tu-126 was built at Aircraft Plant No. 18 (Kuibyshev) in the fall of 1961. The first flight was made in 1962. Testing of the aircraft and equipment complex was carried out until the fall of 1964. The Tu-126 AWACS aircraft was accepted into service in 1965. Serial production continued until 1968. A total of 9 aircraft were built.



Tu-126 before mid-air refueling. 1981-1983 (photo from amon\_goeth's archive, published in 2009, <http://ru-aviation.livejournal.com> ).



Tu-126 of the 67th UAE AWACS, Zokniai airfield, Šiauliai, Lithuania. 1981-1983 (photo from amon\_goeth's archive, published in 2009, <http://ru-aviation.livejournal.com> ).

Author: [DIMMI](#)

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## A-90

**DATA FOR 2013 (requires updating)**

**A-90**



Multifunctional aviation electronic warfare complex with a troop control system (TCS). It was previously believed that the A-90 "Yastreb" codename was used to develop an aircraft for control and retransmission of operational-strategic control data. As of 2011, the design of the complex was being developed by the Beriev Aircraft Company together with the Sozvezdie Concern, which is the leading developer of electronic warfare systems in our country. The head of the

project development until September 28, 2012 was S.A. Atayants. The complex with the A-90 aircraft is not an AWACS ( *source - Explanatory* ). The base aircraft is most likely [the Il-476](#) .

As part of the work on developing equipment for the A-90 complex, the Sozvezdie Concern received two aircraft (probably the Il-76) in early 2012. The October issue of the corporate newspaper " *Svyazist* " reported on the successful conduct in June 2012 of ground state tests of the equipment of the multifunctional airborne electronic warfare system developed within the framework of the R&D project "Discomfort". The R&D project used unique technical solutions in terms of high-potential antenna arrays and powerful microwave power amplifiers with liquid cooling. During the development, problems arose related to the obsolescence of the instrument base and the need for technological equipment, the creation of stands for working with powerful VHF and microwave frequency range transmitters. Therefore, a stand was created specifically for the development of the equipment and its testing, which ensures the possibility of testing powerful microwave amplifiers. The R&D project involved designers under the leadership of E.V. Astashova, the divisions of A.N. Konchakov, A.V. Lukanov, A.B. Krachkovsky and E.A. Rudnev of the Sozvezdie concern. Work on the complex will continue in 2013.

The data is hypothetical.

Author: [DIMMI](#)

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## An-72R / product 88

**DATA AS OF 2012 (standard replenishment)**

An-72R / product 88

★★★★

Aircraft for radar reconnaissance of ground targets and target designation for ground and air assets. Development of the reconnaissance version of the An-72 within the framework of the Zircon R&D (presumably) was carried out by the Antonov Design Bureau in the second half of the 1980s, the lead designer of the aircraft was V.V. Nebaba. In terms of its purpose, the aircraft was an analogue of the American Boeing E-8A J-Stars. It was assumed that the An-72R aircraft would be used as part of reconnaissance and strike complexes (RUK) at the front and army levels.

The technical specifications for the creation of the complex were apparently approved in 1986-1987. The Resolution of the USSR Council of Ministers on the creation of the complex provided for the construction of three experimental flight models for conducting joint flight tests with parallel joint State laboratory tests of a special equipment complex. In order to speed up the creation of the "88" product, it was proposed to begin testing the experimental systems of the complex, and the complex as a whole, on experimental flight models.

In total, three serial An-72 aircraft were converted under the An-72R project, and the fourth An-72 aircraft was sent for conversion to the experimental production of the Kiev Mechanical Plant (OKB im.O.K.Antonov) in 1990, and its conversion was not completed. The first An-72R (serial No. 01-04) made its maiden flight in 1986. A mock-up of a special equipment complex was mounted on the first flight model. Real equipment complexes were installed on the second and third flight models of the "88" product, which were delivered with constant delays.

The first three An-72R aircraft were transferred to the Vzlet Scientific and Production Association (Moscow, Yermoolino airfield) for testing. The tests were again delayed due to the fault of the developer of the special equipment complex - NPO Palma. Joint tests with the State Research Institute of the Air Force at the testing ground in Akhtubinsk were conducted in 1988-1996, but were not completed. During the joint tests, NPO Palma, with the support of the military-industrial complex and the Air Force, demanded the construction of a fourth experimental model to speed up the tests of the complex. At the same time, the three existing flight models were not used actively enough. According to the plans of the aircraft manufacturers, the conversion of the new fourth aircraft was supposed to take one year. NPO Palma proposed a set of equipment intended for laboratory State tests for installation on the fourth aircraft. The fourth model of product "88" was prepared for installation of the equipment complex, but before the collapse of the USSR the equipment did not arrive, was not installed, the aircraft remained disassembled and was later written off.

The modification is called An-72BR in some sources, and sometimes the modification is mistakenly called a "relay aircraft" for the An-71 AWACS aircraft.



An-72R, No. 38 red, parked in Akhtubinsk, probably 2000 ( <http://forums.airbase.ru> ).





An-72R, serial No. 10-09, territory of the Aviant plant, Kiev, March 25, 2007 (photo - Vasily Koba, <http://spotters.net.ua> ).

Author: [DIMMI](#)

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## Il-80 / Il-86VKP - MAXDOME

**DATA FOR 2012 (standard update)**

**Il-80 / Il-86VKP / product 80 / 9A9675 - MAXDOME**

★★★

Airborne command post / airborne control post of the General Staff of the Armed Forces of the Russian Federation. The aircraft is designed to control the armed forces during a conflict with the use of nuclear weapons. An analogue of this aircraft for its intended purpose is the American Boeing E-4B. Developed by the Ilyushin Design Bureau in the 1980s on the basis of the Il-86 passenger aircraft. It made its maiden flight on May 29, 1985. The fully equipped aircraft made its maiden flight on March 5, 1987 (according to Western data). On July 10, 1991, NPP Polet and the USSR Ministry of Defense signed an agreement to perform R&D work on the development and creation of a unified onboard complex of technical means for the aircraft. It was put into service in 1992. In the same year, it was first photographed by Western photographers. A total of 4 such aircraft were produced - registration numbers USSR-86146, USSR-86147, USSR-86148 and USSR-86149. According to unconfirmed data, aircraft testing was completed in 1995 or 1997. All aircraft were in service with the Separate Aviation Squadron for Control and Relay of the 8th Special Purpose Aviation Division; since 1997, they have been transferred to the newly formed 3rd Aviation Squadron of military unit 22737 (Chkalovsky airfield, State Flight Testing Center, Moscow region). Some sources call the aircraft "Il-87".

On April 15, 1997, the Russian Ministry of Defense signed a contract with the Ilyushin Aircraft Company to perform the R&D work "Development of a preliminary technical project for the modernization of ed. 80 and ed. 82" (Il-80 and Il-82 ). Apparently, as of 2012, the work to meet the customer's requirements under this contract has not been fully completed.



Landing of Il-80, registration RA-86417, Chkalovsky Air Base, July 2012 (photo by Alexander Shukhov, <http://russianplanes.net/id82030> ).



(C) Alexander Etmenko (photo ID69905) RussianPlanes.NET  
 Il-80 / Il-86VKP registration №RA-86147 on takeoff, Chkalovsky Air Base, June 2011 (photo by Alexander Shukhov, <http://russianplanes.net/id69905> ).



(C) Oleg Safonov (photo ID20217) RussianPlanes.NET  
 Il-80 / Il-86VKP registration №RA-86147 in flight, Lipetsk, 06.05.2010 (photo by Oleg Safonov, <http://russianplanes.net/id20217>).

Author: [DIMMI](#)

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## Yak-44E / Yak-44RLD

**DATA AS OF 2012 (in progress)**

Yak-44E / Yak-44RLD

★★★

Carrier-based airborne early warning and control aircraft (AEW&C). The aircraft was developed by the A.S. Yakovlev Design Bureau in 1979. The aircraft's creation was supervised in different years by A.S. Yakovlev, A.A. Levinskikh, S.A. Yakovlev and A.N. Dondukov, and from January 1991 until the project was closed, the chief designer of the Yak-44 project was V.A. Mitkin. The aircraft's prototype was the American E-2C Hawkeye AEW&C aircraft. By November 1979, the Design Bureau had prepared a technical proposal for the design of an aircraft to be based on land airfields or on the deck of an aircraft carrier. Two versions of the radio-technical complex were considered - "Fakel", with the radar placed inside the fuselage (in the bow and stern) and E-700 with a circular-view antenna on a pylon above the fuselage. In March 1980, at a meeting with the Commander-in-Chief of the USSR Navy S.G. Gorshkov, a decision was made to create a version with the "Fakel" RTK. The second version was selected for further design.

The aircraft was first mentioned in the technical specifications for the development of the Project 11435 from November 1980 as a radar picket aircraft, part of the aircraft carrier air wing. Later, this technical specification was abandoned and, as a result, the aircraft was created for the air wing of the [Project 11437 "Ulyanovsk"](#). The airfield-based version was later planned to be delivered to the Air Force.





A souvenir photo after the operational testing of the Yak-44E mock-up on the Tbilisi aircraft carrier, project 11435, September 1990 ( <http://forums.airbase.ru> ).



The Yak-44E mock-up on the flight deck of the Tbilisi aircraft carrier, project 11435, September 1990 ( <http://forums.airbase.ru> ).



A full-size mock-up of the Yak-44E AWACS aircraft ( <http://militaryphotos.net> ).

Author: [DIMMI](#)

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### Tu-142 - BEAR-F / BEAR-J

#### **DATA AS OF 2012 (standard replenishment)**

Tu-142 / product "VP" - BEAR-F / BEAR-F mod.1

Tu-142 / Tu-142M / product "VPM" - BEAR-F mod.2

Tu-142M / Tu-142MK / product "VPMK" - BEAR-F mod.3

Tu-142MZ "Zarechye" / product "VPMK-3" - BEAR-F mod.4

Tu-142MP / Tu-142ME / Tu-142MK-E / Tu-142M4-BEAR-F mod.4

Tu-142MR "Orel" / product "VPMR" - BEAR-J

★★★★

Long-range anti-submarine aircraft / maritime patrol aircraft / maritime relay aircraft. The aircraft was developed by Tupolev Design Bureau-156. The main task is to search for and destroy enemy SSBNs in combat patrol areas. As a result of a series of research projects in 1962, it was proposed to use an anti-submarine aircraft with a range twice as large as the [Il-38](#). It was decided to develop the Tu-95PLO aircraft on the basis of [the Tu-95RC](#) with the installation of the Berkut weapons system from [the Il-38](#). The creation of the aircraft was started in accordance with the Resolution of the USSR Council of Ministers No. 246-86 of February 8, 1963. The tactical and technical requirements for the aircraft were approved on April 20, 1963. The draft design was accepted on October 9, 1963. It was planned to present the aircraft for testing in early 1966. The first prototype was created on the basis of [one of the Tu-95RCs](#) with a new wing and a reduced composition of artillery armament - only the aft artillery mount was left. The aircraft's readiness deadlines were missed, postponed and missed again several times. In 1967, the aircraft was built and on January 17, 1968, at a meeting of the Military-Industrial Commission under the USSR Council of Ministers, a decision was made to prepare three Tu-142s for factory and joint tests in 1968, and to present the aircraft with a weapons system for state joint tests (GSI) in the second quarter of 1968. The first flight of the experimental Tu-142 No. 42-00 was performed on June 18, 1968 (crew of I.K. Vedernikov), the second experimental model No. 42-01 took off on September 3, 1968, and the third model - No. 42-02 on October 31, 1968.



Anti-submarine aircraft Tu-142ME (side No. 312) of the Indian Navy after major repairs, before painting, Beriev Aircraft Company, Taganrog, October 2011 (photo by Nikolay, <http://russianplanes.net> ).





Anti-submarine aircraft Tu-142M3 (side No. 55 red) of the Russian Navy, Elizovo airfield, Kamchatka, 03.10.2010 (photo by Valery Petrov, <http://russianplanes.net> ).



Anti-submarine aircraft Tu-142M3 side No. 85 factory No. 8601903 of the USSR Navy in the museum at the Zhulyany airfield, Kiev, Ukraine, 07.06.2011 (photo by Mikhey, <http://russianplanes.net> ).

Author: [DIMMI](#)

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## An-71 / product 87 - MADCAP

**DATA AS OF 2012 (in progress)**

An-71 / product 87 - MADCAP

★★★★

Airborne early warning and control aircraft (AEW&C). After studying the experience of using the E-2C Hawkeye tactical AEW&C aircraft during the 1982 Arab-Israeli War, a decision was made in the same year to develop an operational-tactical AEW&C aircraft. The lead developer is the Kiev Mechanical Plant (KMZ - OKB O.K. Antonov), the lead designer is A.I. Naumenko. The tactical and technical assignment and technical proposal for the creation of the aircraft were formulated in the 4th quarter of 1982. Two versions of the radio-technical complexes were proposed: with a decimeter radar located above the aircraft fuselage and a version with centimeter radars conformally located in the nose and tail sections of the fuselage. Aerodynamic studies were conducted on models of both versions of the radio-technical complex layout. The following variants of the base aircraft were also considered: [An-32](#), [An-12](#), An-72 and a new specially designed aircraft.

By the order of KMZ dated October 1, 1982, A.I. Naumenko was appointed the leading designer of the machine. Later, the leading designers were appointed in the following areas: S.P. Fedin - radio-electronic equipment; S.A. Fil - for flight tests, E.A. Sholomitsky - for air conditioning and cooling systems. General

management was carried out by P.V. Balabuev (since 1984 - General Designer of OKB O.K. Antonov).



In flight, the first flight prototype of the An-71 reg.№780151 (photo - Yu.V.Brodovsky, "Aviation and Time" №5 / 1995, <http://crimso.msk.ru> ).



In flight, the first flight prototype of the An-71 reg.№780151 ( <http://militaryphotos.net> ).

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